



# ARKANSAS RAILROADER



LITTLE ROCK CHAPTER  
NATIONAL RAILWAY HISTORICAL SOCIETY

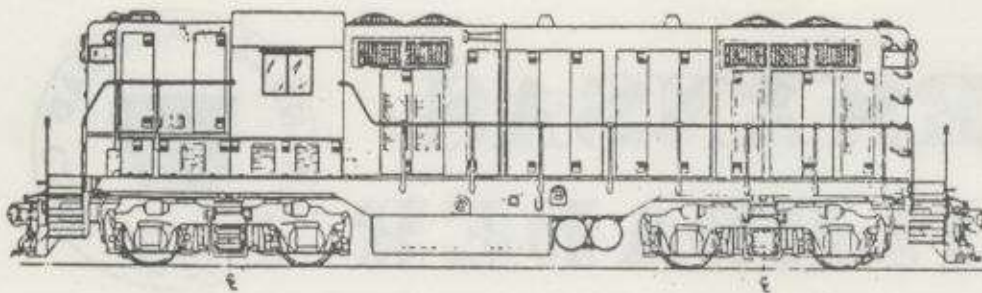
VOLUME 16 NUMBER 4

APRIL 1985



Remember in the February RAILROADER on the second page, mention being made of an Olympic Logo Cotton Belt engine seen in Pine Bluff as well as an engine with Daylight colors? Well, thanks to Jim Johnson, the Public Relations Manager of the Cotton Belt in Kansas City, Kansas, we all now have the opportunity to see these engines via the two above photos by Mr. Johnson. The top photo is of the engine in Daylight colors while the one at the bottom is of the Olympic Logo engine.





## GENERAL NEWS

DUES - DUES - This is the final month to get in your dues for 1985. If they're not in by April 29, to Treasurer Dick Byrd (see address on back of newsletter), you will not receive the May issue. Since postage and other costs of the RAILROADER have gone up recently, it is doubly imperative that this deadline be kept. Thanks a lot (and thanks to most of you who have already paid - see outside of newsletter for dues amounts and addresses - Ed.)

On the same subject, Ross Holt informs me that if you paid your dues by March 10, you should have received your membership cards by the time you get this newsletter. If not, please contact Ross in Pine Bluff, or contact me and I will relay the message.

NEW ADDRESS - Naomi Hull informed me that Mr. Mahlon F. Fiske is now at Riley's Oak Hill Manor, Room 30-B, 2501 John Ashley Drive, North Little Rock, AR 72114. Drop him a card!

SHOW AND SALE A SUCCESS - Elizabeth Gaines informs me that about \$828.75 was taken in by our club at the recent show and sale in North Little Rock. Of that, about \$375.75 was from the sale of magazines and pictures. The total the club has taken in since January 1 of this year is \$928.75. (See pictures elsewhere of the March 30th Show)

SLIDES WANTED - Member Dick Vartabedian, 5470 Chanto Drive, Clarkston, MI 48016, would like to know if anyone has or could take any slides of diesels, both short line and Class I in the Arkansas-Louisiana-Mississippi area. If so, contact him at the above address.

NEW ARKANSAS SHORTLINE BEGINS OPERATION - The "East Camden And Highland" has taken over operation of 26 miles of former Rock Island trackage between El Dorado, Arkansas and Lillie, Louisiana. The line has previously been operated by the "South Central Arkansas". (GULF COAST RAILROADING)

GREYHOUND TO EXIT LONG HAULS - According to Greyhound President John W. Teets, Greyhound will get out of the long-haul business within three years (long-haul is defined as 500 miles or more). Also, 70 marginally-profitable routes will be franchised to private operators. What will happen to the longer distance routes has not been determined. (RAIL TRAVEL NEWS)

TRAILWAYS BUS COMPANY WANTS ALLIANCE - Trailways Chief Executive James Kerrigan announced that his company wants to form an alliance with rail and air transportation companies. He called the air, rail and bus modes complementary. (Remember the days he was fighting against Amtrak?). (THE CLEARANCE CARD)

CONRAIL PROFIT - Taxpayers own, via Conrail, 13,500 miles of track, 90,000 freight cars and 3,400 diesels. Alas, Conrail has now been sold to Norfolk Southern, even though it made a \$500 million profit last year and has accumulated \$850 million in surplus cash (which now belongs to Norfolk Southern). As anyone can see, Conrail would do more to reduce the Federal deficit if it were not sold. (ROLLING STONE MAGAZINE)

RESTORED ROCK ISLAND ENGINE MAY OPERATE AGAIN - Ex-Rock Island E6 #630 may be ready for power excursions by the Fourth of July of this year if the Smoky Hill Railway & Historical Society have their way. (GULF COAST RAILROADING)

MUST PAY AMTRAK - The Supreme Court ruled March 18 that the railroads must reimburse Amtrak for free or reduced fare passage on Amtrak used by railroad workers. The ruling means several million dollars a year additional revenue for Amtrak. (RAIL TRAVEL NEWS)

AMTRAK FACTS - 13% of all U.S. households own no automobile and about 25 million people are afraid to fly; 25 Amtrak communities have no air or bus service; trains are 30 to 50 times safer than automobiles; modern trains can get 125 passenger miles per gallon. Even with these positive figures, Amtrak's chances of survival this year are rated at 50-50. (RAIL TRAVEL NEWS)

ROCK ISLAND SUNBELT UPDATE - Negotiations are still under way (as of April 3) between the Choctaw Nation and Chicago Pacific on the purchasing of the Rock Island tracks from Perry, Arkansas westward to McAlester, Oklahoma. Price has not been disclosed. It is hoped that the Choctaw Nation (or other buyer) finally gets the road and then leases it to an operator. At any rate, the next 30 days will be crucial for this once proud line, for it is almost certain that the track will be taken up if a buyer is not found by then.

TEXAS STATE RAILROAD STARTS AGAIN - The Texas State Railroad between Rusk and Palestine, Texas began operating again on March 16. The one and one-half hour journey each way costs \$4.00. Contact the Texas State Railroad, P.O. Box 39, Rusk, TX 75785 for more details.

EUREKA SPRINGS AND NORTH ARKANSAS BEGINS - Mid-April will be the startup date for the very popular Eureka Springs and North Arkansas Railroad to begin running hourly again this year. This line, constructed on the old roadbed of the famous Missouri and North Arkansas Railroad, runs from Eureka Springs and now boasts a dining car (reservations only).

## THE MOONLIGHTER

by: BILL MERCK

Moonlighting is common in this day and time. During the period our story is laid it was not so common due to the fact that back then there were just not that many jobs around. This was back in the early thirties in the era of the great depression. The moonlighter in this story held a regular job as an engineer on the Cotton Belt. But first let me tell you a little something about the train he ran.

In the twenties and early thirties, the Cotton Belt had a daily two-car passenger train that ran between Gillett, Arkansas and England. It really ran over two branches; the Gillett-Stuttgart branch and the Stuttgart-England branch. An early Cotton Belt public timetable shows the train departed Gillett at 5:35 AM and arrived England at 9:20 AM. Returning it left England at 4:35 PM and arrived back in Gillett at 8:20 PM. Motive power on the train was a coal burning, tall stack 4-4-0. For those of you who have Joe Strapac's book, COTTON BELT LOCOMOTIVES, if you will look on page 51 you will see one of the sister engines of the one that operated on the Gillett-England run. Trailing the little engine were two ancient wooden constructed passenger cars. Next to the smoky end was a combination mail-baggage-express car; next to it was a combination coach with a Jim Crow section. The car had plush seats, a coal stove for heat and gas for lighting. If you never rode in a gas lighted passenger car you missed something. The lights gave off a soft glow at night but unless you had very good eyes, reading was almost impossible. The coach did not have a vestibule but had a platform at the end. When the train arrived at England it went around the wye and backed down into the England depot on a side track, leaving the main track clear for trains of the North Little Rock-Pine Bluff branch.

Now to our moonlighter -- When his train tied up at England he walked directly across the street from the depot to a row of stores, the upstairs consisting of several offices. He opened his office, changed his clothes and was ready to go to work as a Licensed Dentist. Am sure you will agree that he had a most unusual moonlighting job. What he was paid as a dentist is unknown; most likely he recieved very little money; instead his pay was probably in the form of homemade jellies, preserves and vegetables. In those dark days the only people in England that had any money were a few bankers and Cotton merchants; in addition possibly the Cotton Belt agent, the ticket clerk, the postmaster and his carriers. The rest of the townspeople eked out a living the best way they could.

I wish I knew this engineer's name but it escapes me. If my memory is right believe the conductor's name was a Mr. Dan Gannon, a portly fellow who looked nice and neat in his conductor's uniform. The time I rode the train it was on about the hottest day of the summer, either July or August. Since this was in the days before passenger train air conditioning, all the windows in the car were open and that little 4-4-0 really poured that black smoke and cinders back into the coach. When I arrived in Stuttgart, my hair and face must have looked like I could have very easily landed a job with the Sugar Foot Green Minstrel Show. Nevertheless I enjoyed the ride and when I got off the train at Stuttgart, I headed directly for the electric fan cooled Pullman car on Cotton Belt passenger train No. 6 which was waiting in the station for the connection.

Regarding the minstrel show mentioned above; sometime in the future I may have a story on some of the old railroad minstrel shows, which includes a one-car show called "Shufflin Sam From Alabam". Very colorful.

Writing this story brought back many happy memories of the trains that I rode, both passenger and freight. And I did ride a lot of them. Every train I ever rode was a plesant and enjoyable experience. Fast or slow it really made no difference. Since I pride myself on having a pretty good memory, I can even remember that when I was about five or six years of age I even rode the COLORADO MIDLAND.

In conclusion, may I request please that none of you ask me my age??

- THE END -



UPPER LEFT - This is the site of the depot at England, Arkansas referred to in the story by Bill Merck on the previous page. Taken March 30, 1985. TOP - Could these be the stores referred to in the story? They are located just across the street from the England depot. LEFT - Cotton Belt tracks through England, AR in March 1985. These are only used about once a day each way between Pine Bluff and Little Rock. You can see some grass through the ballast. The signals at the crossing were stuck on when the photo was taken, about 1:30PM March 30. (All photos by your editor, Ken Ziegenbein)

SCENES OF THE ANNUAL ARKANSAS RAILROAD CLUB SHOW AND SALE, MARCH 30, 1985 at FISCHER ARMORY, NORTH LITTLE ROCK



## THE DEATH OF A RAILROAD

by Bill Pollard

Yet another segment of the once-mighty Rock Island Line is slowly being erased from the Arkansas landscape this month, as crews complete the dismantling of a 33.5 mile segment of former mainline trackage between Carlisle and Brinkley. Crews of Determan-Merrill Ltd. (of Marshalltown, Iowa) began scrapping the line in early January, and are expected to complete their task within another four to six weeks. This firm, which has also handled R.I. rail removal in other states, is a subcontractor for the L.B. Foster Company which holds the salvage rights for all unsold trackage of the former Rock Island.

Scrapping operations began at Carlisle, at a point a few carlengths east of the east siding switch, and will continue to the Cotton Belt crossing at Brinkley. Huge piles of 39' rail sections are being stacked at Carlisle, and will eventually be shipped out by train. Salable crossties are being bound in bundles of 16 ties to reduce pilferage, and then stockpiled at Scretion or Mesa. Some of the less worn rail and newer crossties may see additional railroad service on sidings or shortlines, but much of the rail, angle bars, and spikes will simply be sold for scrap.

None of the dismantling process utilizes work trains, or even hy-rail vehicles, leaving the entire operation to be accomplished with bulldozers and trucks. In preparation for the rail removal, an advance crew travels over the line unbolting the angle bars at each rail joint, and torching the rail at each road crossing. The rail in road crossing assemblies is left intact, to avoid the cost of rebuilding or restoring highway crossings. In the first stage of dismantling the line, a steel removal gang pulls up the rails, and moves rail, spikes, tieplates, and angle bars to the south side of the roadbed. A large bulldozer with a menacing plow attachment then operates over the roadbed, uprooting the crossties and shoving them to the north side of the right of way. Despite the weight of the ties embedded in the ballast, the plow effortlessly dislodges them, moving along as fast as a man can walk. A front end loader follows to smooth out the now bare ballast, for use as an access road for the trucks which will soon carry off the railroad piecemeal. A specialized assortment of trucks load the materials with cranes or electromagnets, sorting out rail, track fastening components, and crossties. As this entire operation moves along the railroad, it literally consumes everything in its path, leaving only a ballast trail across the prairie.

Some elements of this route will remain, allowing future historians to retrace the Route of the Choctaw Rocket. In Hazen, almost 400' of track has been preserved through the center of town at the request of the town's mayor, who wisely realized that some vestige of the region's railroad heritage should be retained for future generations. Though the Hazen depot is slated for demolition soon, this segment of track will serve as a reminder of days when local citizens could board a Pullman for Memphis, Oklahoma City, Chicago, or Los Angeles. For the time being, two bridges will also remain intact over the White River and the Cache River. A \$600,000 overhaul required for the White River bridge was reportedly one of the obstacles which prevented the Missouri-Kansas-Texas Railroad from acquiring through operating rights to Memphis.

Perhaps one of the more worthwhile legacies of this route will be the acquisition of native prairie by the Arkansas Nature Conservancy. For over a century, the railroad and the prairie coexisted -- a silent example of the argument that railroads (unlike highways) do not mutilate their surrounding environment. As agricultural development claimed more and more of Arkansas' Grand Prairie, the railroad served as a barrier to protect a slice of native grassland from the plow. Now, the 200' wide right of way of the former Rock Island between Carlisle and Mesa represents the largest single piece of native, unplowed prairie land on the Grand Prairie. Whether walking the line looking for old telegraph insulators, or filming the Stuttgart local for posterity, this region's mixture of grasses and variety of wildflowers enhanced the experience. Even though this segment of the Rock Island has been lost, the preservation of this prairie will effectively preserve the right of way. [Persons interested in helping the Arkansas Nature Conservancy acquire the 318 acres from Chicago Pacific can contact the Conservancy at 300 S. Spring, Little Rock.]

Viewing the Rock Island scrapping operation is a sobering experience. One cannot help but compare the time, measured in years, which had been put into this track for decades by unknown section crews in an effort to maintain the railroad. Yet, in a matter of hours, the product of their combined labor can be obliterated. As of this writing, the R.I. characteristic searchlight block signals still stand guard over the vacant right of way, recalling a time when high speed operations and heavy traffic density required the latest in block signal protection. It is easy to imagine these signals flashing by the view of passengers riding an accelerating Budd car eastward to Memphis, but a glance at the roadbed quickly brings a return to reality. Even the previously unremarked crossbucks -- RAILROAD CROSSING -- unlock the memory of the haunting multi-chime horns with which most Rock Island diesels were equipped, and the realization that the sounds of a distant train on a still night is an experience which will never again be enjoyed along this route.

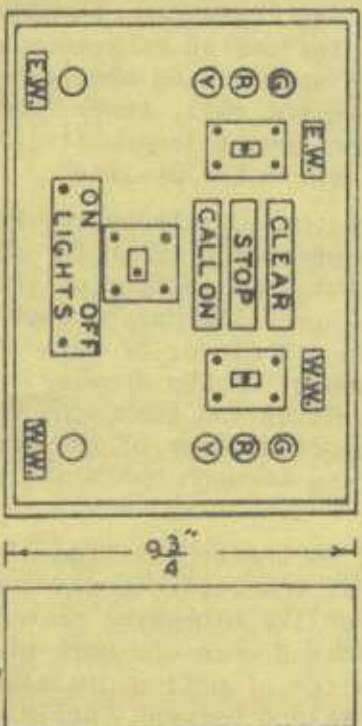
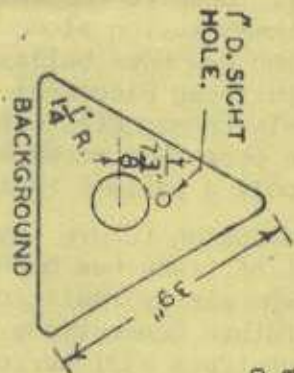
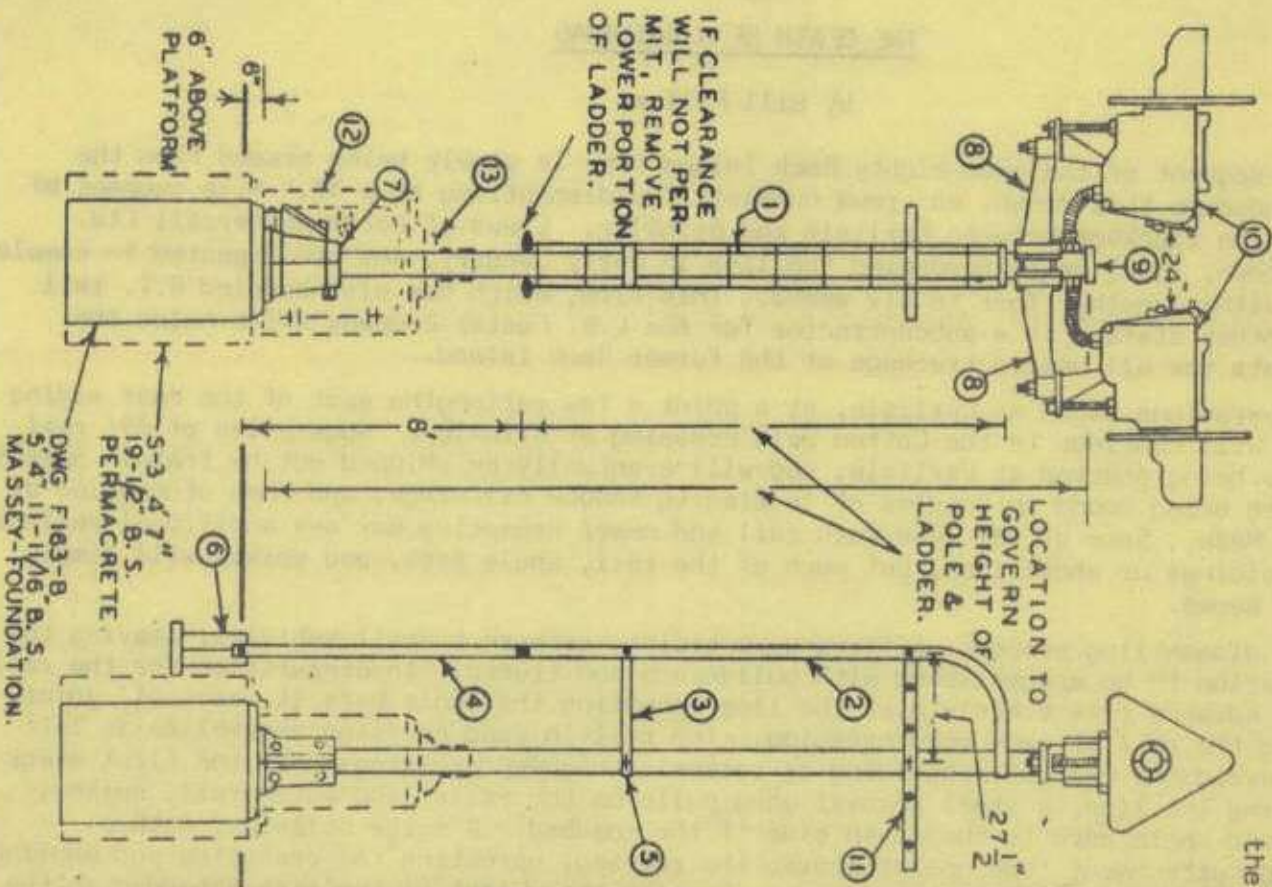
"NEW" ROCK ISLAND TRAIN ORDER SIGNALS

by Bill Pollard

During the late 1940's and early 1950's, the entire Rock Island railroad was being revitalized through the guidance of president J.D. Farrington. The road, in 1948, had emerged from 15 years of bankruptcy and reorganization under federal court jurisdiction, and the working orders from top management were to not just rebuild, but to modernize the entire railroad. As a part of this modernization program, specifications were developed by Rock Island's system signal engineer in April 1953 for a new type of electronic train order signal to replace the conventional semaphore type of signal. The design used a basic Union Switch & Signal Company searchlight signal, with an unusual triangle target substituted for the standard circular target. An electrical control cabinet replaced the traditional semaphore levers inside the station, and provided the electrical circuitry for the flashing indications.

Limited installation of the new signals on the Arkansas Division began with the identification of sites where the existing train order semaphores were plagued with maintenance or visibility problems. By the close of 1955, the train order semaphores at Ola, Hazen, and Forrest City had been replaced with the new flashing searchlight signals, but semaphores remained in service at 25 other Rock Island train order offices throughout Arkansas. An installation of the new design at Ruston, Louisiana was the only example of the 'modernized' train order signal on the Rock Island south of Little Rock.

Carlisle was considered for a new train order signal in March 1956, because the telegraph pole line partially blocked the view of the signal for westbound trains. After investigation, it was decided that the visibility problem was not severe enough to warrant the \$1,300 cost of the new signal. Implementation of austerity measures by new president Downing B. Jenks ended the signal replacement program, at least in Arkansas. During 1956, and thereafter, existing signals were retained even in cases where new 'prefab' depots required the repositioning of the original signals.



DWG. F163-B  
5' 4" 11-11/16 B.S.  
MASSEY-FOUNDATION.

CONTROL CABINET W.R.R.S. CO.  
DWG. NO. 2122-103CA

ROCK ISLAND LINES  
SIGNAL DEPARTMENT CHICAGO, ILL.  
SEARCHLITE TYPE  
TRAIN ORDER SIGNAL

CHECKED 9.8.2.	APPROVED C.M. Bishop	4-10-53
CORRECT EJK	SIGNAL ENGINEER	552-L-5



# PROGRAM



The April program of the Arkansas Railroad Club will be different. We will meet at the usual place, the Twin City Bank Building in North Little Rock on Main Street (across the river from Little Rock) at 1:45 PM, Sunday April 14, 1985, then we will CARPOOL to Pine Bluff for a tour of locomotive 819 and the facilities in which it's being rebuilt. The carpool will leave sharply at 2:00PM, otherwise we'll be getting back to the Little Rock area too late in the day.

This should be an excellent opportunity for you to see the majesty of a 4-8-4 steam locomotive close-up. Latest date for possibly operation of the 819 is in October of this year. Were there ever any unbelievers?

## WORLDS FASTEST LOCAL WAY FREIGHT

by: W. T. Church

The Cotton Belt spent thousands of dollars touting their famous "BLUE STREAK MERCHANDISE TRAIN" until it was almost a household word in the numerous railroad families in the United States. Rare was the boy or girl that did not know that the "Blue Streak Merchandise Train" running from St. Louis's Florida Street Freight House daily to Texas points was billed as the World's Fastest Freight Train. But few if any know that the Cotton Belt also held the record for the World's Fastest Local Way Freight.

Down in the cypress swamps of southeast Missouri and Northeast Arkansas on ground that the famous Big 8's or the Florida East Coast 4-8-4 "Alligators" dar not tread, the Daily Except Sunday PSE Local treaded its way from village starting from Paragould going to Blytheville in the morning and returning that afternoon, less than a 100 mile round trip, switching cotton platforms, seed houses and saw mills enroute. Dropping off hundred pound sacks of sugar at nameless road crossings deep in the swamps for like nameless conignee, usually finishing its chores just minutes ahead of the Hog Law. "And you call that the World's Fastest Local Way Freight?" "You must be kidding!"

No, but if you consult that sheet that is the authority for the movement of regualr trains subject to the rules with special instruction relating thereto, that was issued by the Cotton Belt for its Northern Division and find the Blytheville Sub., you will notice their Daily Except Sunday leaves Paragould in the morning and promptly returns from Blytheville in the afternoon making numerous calls both ways. True it takes 16 hours most days and why not? It crosses the State of Missouri twice a day, which for any man's money, is pretty fast railroading.

After one such fast trip the entire PSE crew posed for a picture on the steps of their SW Class diesel switcher.

On the top reading right to left is: R.W. "Bob" Church, conductor; Bill" Ware, TM on the sub division; D. F. Elderage, Swing Brakeman; and Noah Caler, engineer.

On the gound reading right to left: E. E. Schrader, Engine Watchman; W. T. Blattel, fireman; Jimmy Moore, Head Brakeman' "Red" Reeks, swing brakeman.



## PASSENGER TRAIN OF THE MONTH



MISSOURI PACIFIC TRAIN #38, Little Rock to Hot Springs, with MOP GMD GP-7 #317 on the point, is seen 4 miles north of Lonsdale, Arkansas on the Hot Springs Subdivision in January 1963. Not only was this train taken off shortly thereafter, but the entire tracks were removed the next year. (From the collection of Gene Hull)

CONDENSED MINUTES OF THE ARKANSAS RAILROAD CLUB MEETING OF MARCH 1985

The regular monthly meeting of the Arkansas Railroad Club was held in the Community Room of Twin City Bank, North Little Rock, Arkansas, Sunday, March 10, 1985. President Fillers asked the members if there was any objection to his efforts to shorten the business meetings in order that more time may be available for the program. There was a show of hands with none opposed. -- W.B. Walker reported that he has sold 44 tables for our March 30th Spring Show and Sale. -- Gene Hull won \$10 for identifying the sign on our River Road property in North Little Rock in the NLR TIMES "Where Are You" contest. -- Bill Pollard urged letters be written to Congress regarding Amtrak. -- Bill Bailey displayed three insulators, all made prior to 1875. -- L.T. Walker displayed a number of early Rock Island pictures. -- Planning by the model club for their regional convention in Little Rock from June 6 through June 8 was noted. -- Bill Merck discussed the Clarendon centennial event which is planned for May 18 through May 25. -- Meeting adjourned at 2:30PM. (Thanks to Ross Holt, Secretary)

ARKANSAS RAILROAD CLUB  
MINUTES OF BOARD OF DIRECTORS MEETING

The Board of Directors, Arkansas Railroad Club met in the Community Room, Twin City Bank, North Little Rock, Arkansas at 2:30 p.m., Sunday, March 10, 1985. The following directors and officers were present:

Bill Bailey, C.R. Byrd, Fred Fillers, George R. Holt, C.E. Hull, Bill Pollard, Randy Tardy, Jim Wakefield, W.B. Walker.

There was only one item of business to come before the board, possible acceptance of the Saunders' collection of railroad negatives. The matters at issue were the value of the collection and what to do with the collection.

The Saunders' collection of negatives was valued at \$3,000. It includes 3,000 or more negatives and each negative is believed to be worth \$1.00 average. A motion by Byrd, seconded by Bailey, was passed without opposition that the collection be accepted at a value of \$3,000. The Secretary was directed to write Mrs. Saunders informing her of the board's action.

Gene Hull has been in conversation with Dr. Ferguson, Arkansas History Commission, regarding storage of the negatives. He was directed, in a motion by Byrd, seconded by Walker and adopted by the board without opposition, to negotiate with Arkansas History Commission. The following nonbinding guidelines were suggested. That the negatives be a long-term loan rather than a gift. That club members holding written authorization be permitted access to the file for the purpose of making prints, without cost. That the commission have full rights to the collection so long as normal safeguards were maintained. That some negatives, up to 200, be withheld initially for club use and furnished the Commission at a later date.

The board adjourned at 2:45 p.m.

*George R. Holt*  
GEORGE R. HOLT  
Secretary

TAKE A SENTIMENTAL JOURNEY ON  
THE "MEMPHIS SPECIAL!"

Saturday, April 27 or Sunday, April 28

From out of the past huffs and puffs one of Southern Railway's historic steam-powered trains, The "Memphis Special." Relive those days on a special 10-hour Memphis-Luka, Mississippi roundtrip Saturday, April 27 or Sunday, April 28. The vintage train will include air-conditioned and open-window coaches, an audio-recording car, commissary car and first class Pullmans, lounge, observation and diner. Seating is limited, so order now. For additional information, call (901) 761-0520.

ORDER NOW! LIMITED SEATING!

Which trip? Sat., Apr. 27  Sun., Apr. 28

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

\_\_\_\_\_ coach seats, \$17.50 each \$ \_\_\_\_\_

\_\_\_\_\_ Pullman seats, \$75.00 each \$ \_\_\_\_\_

Check or money order payable:  
Friends of LeBonheur  
4515 Poplar Avenue, Suite 150  
Memphis, TN 38117

Charge MasterCard \_\_\_\_\_ Visa \_\_\_\_\_

American Express \_\_\_\_\_

No. \_\_\_\_\_

Exp. date \_\_\_\_\_

Signature \_\_\_\_\_

(Non-UK Southern Railway equipment subject to availability)

FOR PULLMAN AND DINER ACCOMMODATIONS, CALL 761-0520.



MORE TO DO - We now have another option of things to do at our next meeting (April 14). As you've read elsewhere, we will be carpooling to Pine Bluff from our usual meeting place (the TCB Building in North Little Rock) at 2:00PM sharp on April 14 to go see the 819. Meanwhile, Judith Abernathy of the Jefferson County Courthouse Museum has invited our party to stop by the Courthouse Museum for a show on Interwoven Strands and a history of textiles. We could do this after we see the 819.



About 12:30 in the wee hours of the morning on Tuesday, April 3, 1985 and the busiest place in Little Rock is the Amtrak station. Just over 40 board that night as the MoPAC crew (upper left) wait and the Amtrak agents (Randy Cookus and Richard Finch) sell another ticket (left). The train was a few minutes early.



FROM THE PAST....10 years ago....SANTA FE SPECIAL

On Sunday, February 2, 1975 a special train departed Amarillo, Texas bound for Memphis, Tennessee over the Rock Island. On the point was Rock Island GP-40 #392 followed by a Santa Fe steam generator car. The rest of the consist was Rock Island coach #342 still bearing the legend "GOLDEN STATE" on the letterboard, RI business car #101 "LAKE MICHIGAN", Santa Fe business car #52 and Santa Fe business car #50. All three of the business cars were stainless steel platform observation types. The train tied up at Shawnee, Oklahoma on Sunday night and resumed its journey on Monday morning arriving at Little Rock shortly after 5:00PM for a night at Biddle Shops. Departure from Biddle was shortly after 8:00AM Tuesday, February 4. (From March 1975 ARKANSAS RAILROADER).



CONSTANT SCRUTINY

The following letter was given your editor by Bill Church, retired MoPAC Conductor and is reprinted as received:

TYLER, February 18, 1936.

Mr. R. W. Church, Condr.  
Leachville - Illinois

RB-119182.

Referring to your trip reports for trains 295 and 296, February 11th-14th-15th between Leachville and McDonald; also referring to the cash fares issued and reported on these runs.

On January 28th, 1935 I furnished you a corrected list of Station Numbers for St. ISW Ry Company as of January 1, 1935, and I am satisfied that you are not using this list, and I am attaching hereto another copy, and you must see that the station numbers shown on this list are used on runs handling passengers in future. Please acknowledge receipt of this second list.

Please refer to your report - train 295 February 11, 1936 from Leachville to McDonald. You reported cash fare receipt B-199026 from W-119 (Vail) to W-140 (Truman) - amount .42 cents, and if you will refer to Local Passenger Tariff 26, which is the effective tariff, you will find that Vail is not shown in the tariff, therefore no fares should be collected out of or into Vail. I am unable to check the rate of .42 cents from W-119 to W-140.

You understand, when collecting a fare out of a station not shown in the tariff, that the fare must be collected from the next station, prior to the station at which the passenger got on the train, which in this case would be W-118 (Rockey), and the fare from Rockey-W-118 to W-140 is .45 cents.

Cash fare receipt 199027 from W-119 (Vail) to W-132 (Thompson), amount .25 cents, and receipt 199028 between the same points - half fare .13 cents. As stated above no fares are shown in tariff out of Vail, and these fares should have been collected from W-118 (Rockey) and the fare from Rockey to Thompson is .28 cents.

In the cases referred to above, I will accept your report as rendered, but you must see that no fares are collected from and to stations not shown in tariff No. 26, for runs 295 and 296, and you must use the corrected list of station numbers which is attached.

Please also refer to your report and cash fare receipts for train 296 from McDonald to Leachville - Feb. 14, 1936, receipt No. B-199041 reported from W-148 (McCormick) to W-140 (Truman) amount reported .16 cents. The correct fare from McCormick to Truman is .17 cents; that is, the old fare is .29 cents, and the new fare is .17 cents. I have issued a correction against this report for the difference.

Receipt 199046 from H-130 (Riversdale) to W-112 (Leachville) reported at .38 cents. The correct fare between these points is .37 cents, and you overcharged the passenger .01 cent. As stated above, you must see that correct fares are collected as per passenger tariff.

Please also refer to trip report and cash fare receipts train 295, Feb. 15, 1936 from W-112 (Leachville) to W-172 (McDonald).

Receipt 199047 from W-115 (Carmi) to W-134 (Lunsford) reported at .33 cents. The correct fare from Carmi to Lunsford, old fare .58 cents; new fare .38 cents, and I have issued a correction for the difference.

Receipt 199048 from W-122 (Hancock) to W-140 (Truman) reported at .38 cents, and the correct fare is .37 cents, an overcharge of .01 cent.

Receipt 199049 from W-134 (Lunsford) to W-148 (McCormick) at .33 cents; old fare .50 cents, new fare .28 cents, an overcharge of .05 cents.

As stated above, you must see that correct fares are collected and reported in future. You further understand that cash fare receipts must be reported on your trip reports at amount collected, and if you make an overcharge, you do not receive credit for the overcharge, as any overcharges are subject to refund. I would suggest that you familiarize yourself with station numbers and current passenger tariffs, as your reports will be checked according to these, and you must collect the right amounts

J H. BARRON

The ARKANSAS RAILROAD CLUB is a non-profit organization of railroad and train lovers who meet once a month on the second Sunday of the month. This month's meeting place is listed under the "PROGRAM" notice.

The ARKANSAS RAILROADER is the monthly publication of the Arkansas Railroad Club and is generally mailed first class one or two weeks before the monthly meeting. In order for you to receive this monthly newsletter, you must be a member of the Arkansas Railroad Club. Current dues are \$10/year for Arkansas residents and \$7.50/year for out of state. The publication is mailed automatically to all members. If you would like to join, send your check, made payable to the Arkansas Railroad Club, to Dick Byrd, 12 Flintwood Dr, Little Rock, AR 72207. You may also join the National Railway Historical Society through the club by paying \$9.00/year more.

Editor of the ARKANSAS RAILROADER is Ken Ziegenbein. News items, full-length stories, smaller stories and photos all accepted gladly! Photos can be any size, color or black and white. Please have captions on the pictures. Mail any such contributions to:

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-- HAPPY RAILROADING!! --



ARKANSAS RAILROADER  
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